

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

---

## INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-2(171) Bibb County  
P.I. No. 311390  
OFFICE Preconstruction  
DATE August 16, 1990

FROM *JB* J. B. Johnson, Assistant Director Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

JB/cj

Attachment

## DISTRIBUTION:

Juan Durrençe  
Bob Humphrey  
Frank Danchetz  
Gene Skeen  
Darrell Elwell  
Hoyt J. Lively  
Ron Colvin  
Paul Liles  
Harold Linnenkohl  
Van Etheridge  
FHWA



U.S. Department  
of Transportation  
  
Federal Highway  
Administration

Georgia Division Office

1720 Peachtree Road, N.W.  
Suite 300  
Atlanta, Georgia 30367

IN REPLY REFER TO:  
HB-GA

AUG 10 1990

Mr. Hal Rives, Commissioner  
Department of Transportation  
No. 2 Capitol Square  
Atlanta, Georgia 30334

Subject: Georgia Project IR-75-2(171), Bibb County  
P.I. No. 311390  
Project Concept Report

Dear Mr. Rives:

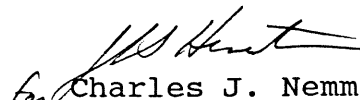
We have reviewed the concept report for the subject project.

We concur with the proposed concept for this project subject to proper resolution of the following comments:

1. Future widening and safety improvements on I-75 should be taken into consideration on the design and construction of the proposed bridge over I-75.
2. The proposed break of the Interstate control of access should be submitted to our office for our review and approval.
3. Left and right turn lanes, and new traffic signals should be provided on the new intersection with Riverside Drive.
4. The through traffic lanes on the bridge typical section could be 12 feet wide. This could reduce the width and cost of the proposed bridge.
5. Due to the expected pedestrian traffic on the bridge, a fence should be installed along the bridge handrails.

A signed concept report is enclosed with this letter for your further action.

Sincerely yours,

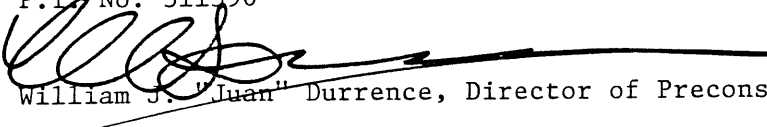
  
for Charles J. Nemmers, P.E.  
Division Administrator

Enclosure

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-2(171) Bibb County OFFICE Preconstruction  
P.L. No. 311390  
DATE June 26, 1990

FROM   
William J. "Juan" Durrence, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT PROJECT CONCEPT REPORT - Red Oak Drive Bridge and Extension

This project is the extension of Red Oak Drive on new location and the construction of a new bridge over I-75 in Macon, northwest of Wimbish Road and US 23 intersection. Current and future traffic is 1700 VPD (1995) and 2300 VPD (2015).

The project begins at Riverside Drive approximately 850' northwest of Wimbish Road, crossing over I-75 with a new bridge and tying into Red Oak Drive at Clairmont Avenue. The roadway portion will have an urban section with 24' of pavement and will be designed and constructed by the City of Macon. The new concrete bridge will be 56' x 250' to accommodate three lanes and will be funded and constructed by the Department. The grade on Riverside Dr. must be raised 1.5' to 3.5' to match the new bridge and is to be funded by the city. The estimated cost of this project (bridge and approaches) is:

	PROPOSED ESTIMATE	APPROVED ESTIMATE	LET DATE
Construction (includes E&C and inflation)	\$903,000	\$600,000	FY 93
	\$1,147,000 Locals		Preprogram
Right-of-Way/Utilities	LGPA*	LGPA	

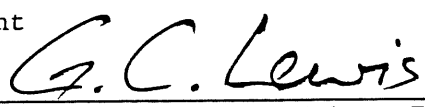
\*LGPA sent to City of Macon on 6-22-89, but has not been signed to date.

I recommend that we approve this project concept report and that the project be removed from Preprogram status and added to the Construction Work Program for implementation. A public hearing will be required.

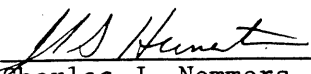
WJD:WLP/cj

Attachment

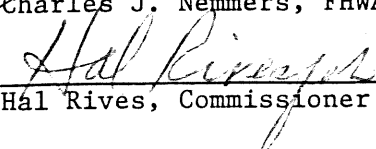
CONCUR

  
G. C. Lewis, State Highway Engineer

APPROVE

  
Charles J. Nemmers, FHWA Administrator

APPROVE

  
Hal Rives, Commissioner

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

RECEIVED  
JUN 18 1990  
PRECONSTRUCTION

FILE IR-75-2 (171) Bibb County OFFICE Atlanta, Georgia  
P.I. No. 311390  
Red Oak Drive Bridge & Extension  
DATE June 15, 1990  
FROM Robert E. Humphrey, Project Review Engineer  
TO W. J. Durrence, Director of Preconstruction

### SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept report for this <sup>MAJOR</sup> ~~Minor~~ project and have the following comment:

The Report states that Utility relocations and Right of Way acquisitions will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. Traffic and Safety
3. District Engineer
4. Urban Design - with comments in attached letter dated April 12, 1990

This report is satisfactory for approval subject to the above comment.

The estimated costs of this project are as follows:

Construction	2	\$774,000	746,000
Inflation (5% per year) x 3 yrs.		116,100	74,600
E & C (10%)		89,010	82,060
Preliminary Engineering (5%)		44,500	
Right of Way		LGPA	
Utilities		LGPA	

MJB/jmf

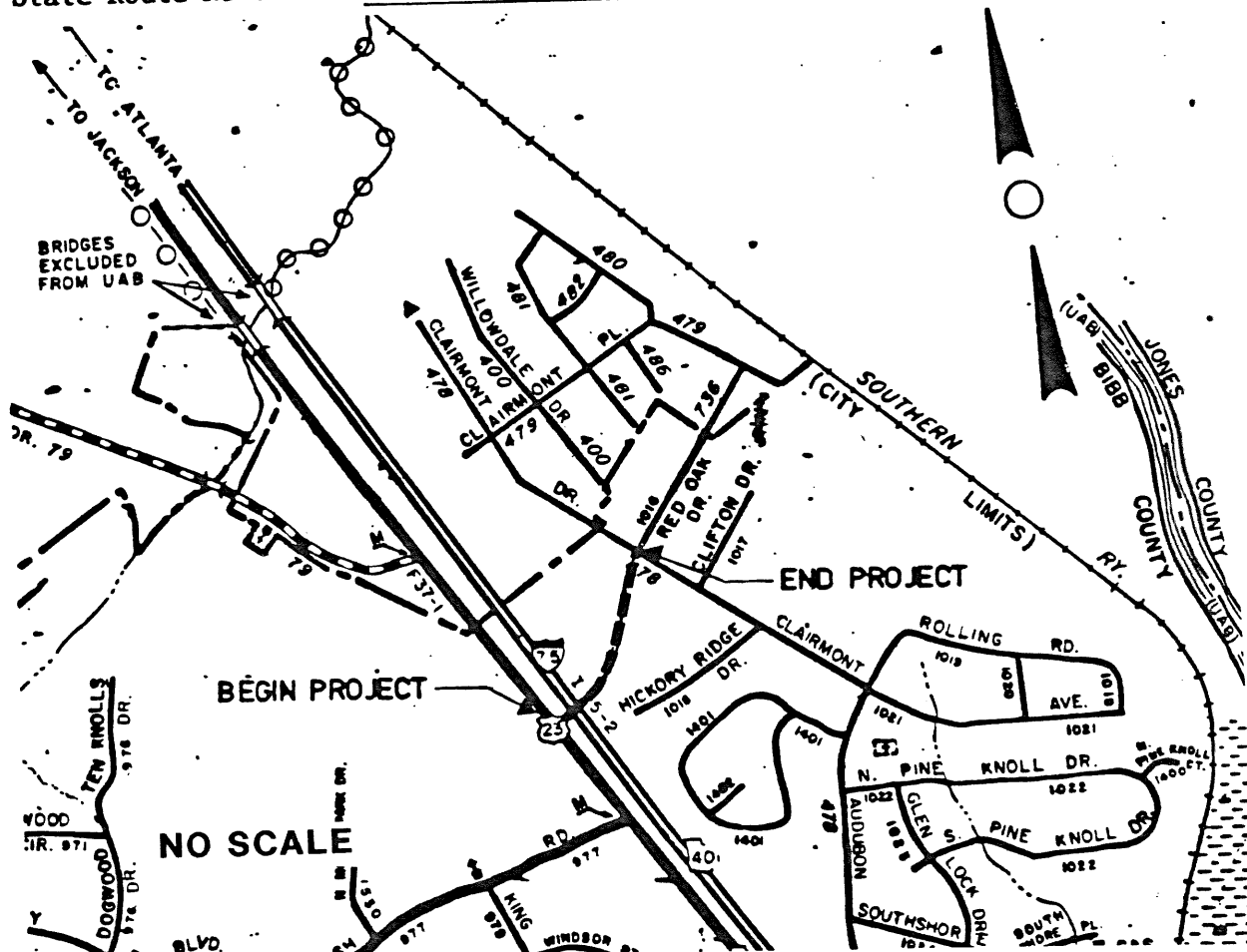
Attachments

c: Frank Danchetz

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: IR-75-2(171)  
County: BIBB  
P.I. Number: 311390  
Federal Route Number: N/A  
State Route Number: N/A



RECOMMENDATION FOR APPROVAL:

April 5, 1990  
DATE

*John H. Donahue*  
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE URBAN DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

DATE

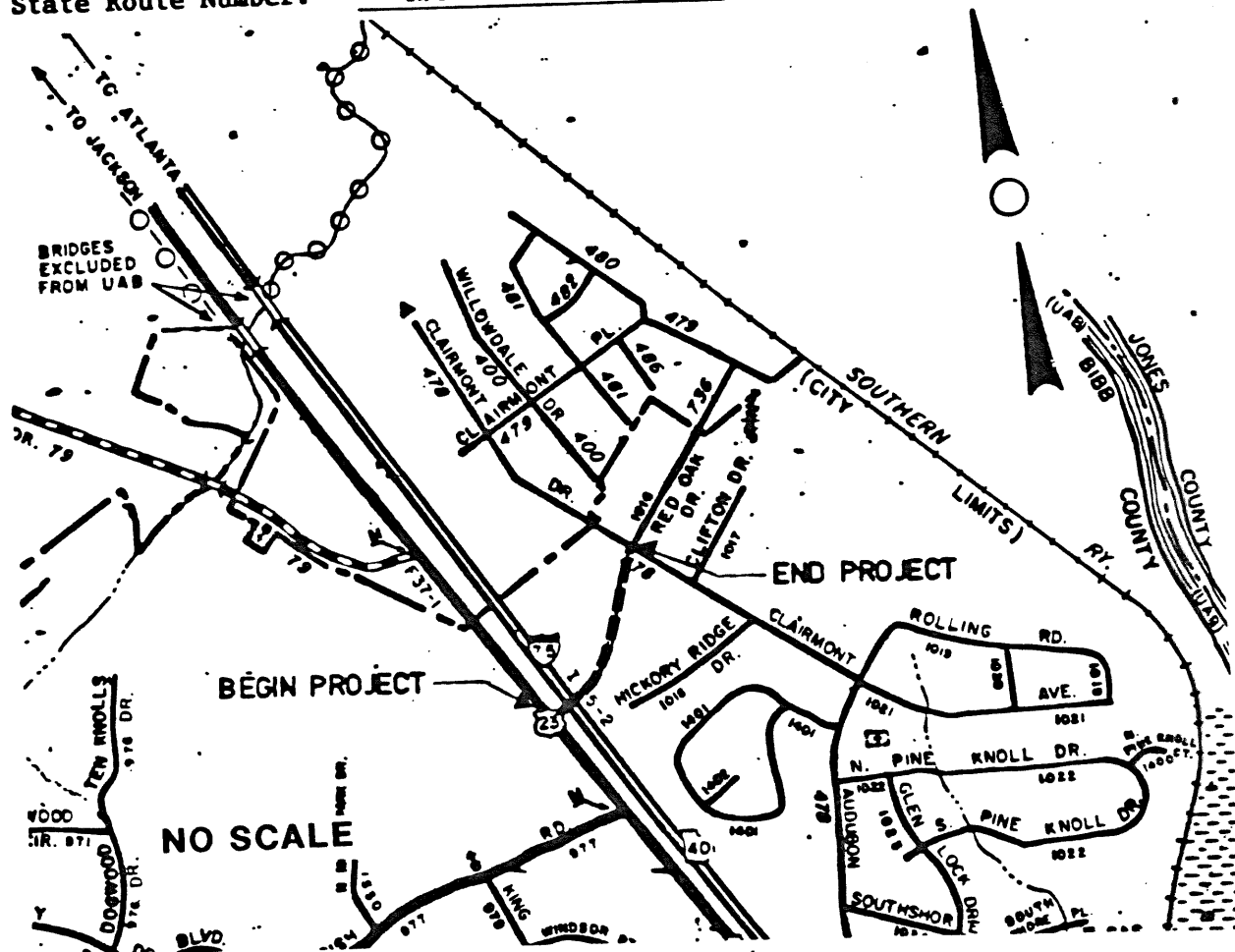
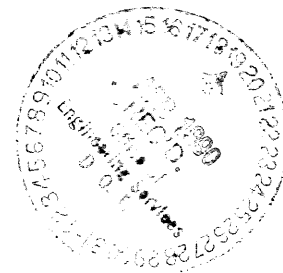
DISTRICT ENGINEER/THOMASTON

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

# PROJECT CONCEPT REPORT

Project Number:	<u>IR-75-2(171)</u>
County:	<u>BIBB</u>
P.I. Number:	<u>311390</u>
Federal Route Number:	<u>N/A</u>
State Route Number:	<u>N/A</u>



APRIL 5, 1990  
DATE

**DATE**

**DATE**

DATE

John L. Donchik  
STATE ENVIRONMENTAL/LOCATION ENGINEER

**STATE URBAN DESIGN ENGINEER**

**STATE TRAFFIC AND SAFETY ENGINEER**

**DISTRICT ENGINEER/THOMASTON**

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE



**FILE** Project IR-75-2 (171), Bibb County  
P.I. No. 311390

**OFFICE** Atlanta, Georgia

**DATE** April 10, 1990

**FROM** Ron Colvin, P.E., State Traffic & Safety Engineer

**TO** Robert E. Humphrey, P.E., Project Review Engineer

**SUBJECT** Project Concept Report Review

We have the concept on the above project for the proposed "Red Oak Drive Extension". This project begins at Riverside Drive (approximately 850 ft. north of Wimbush Road) and proceeds north bridging over I-75 and extends northward on new location to Clairmont Avenue, in Riverside Park Subdivision. Length of project is approximately 1/4 mile. Local government will design and construct the roadway portion. Department of Transportation is designing, constructing the bridge over I-75 and the approach tie-in. Design speed is 40 mph.

We believe this project will enhance safety and operational capacity and will provide additional access for local residents and emergency vehicles.

Approval is recommended for the report.

JJD:LEO:aj

Attachment (signature page)

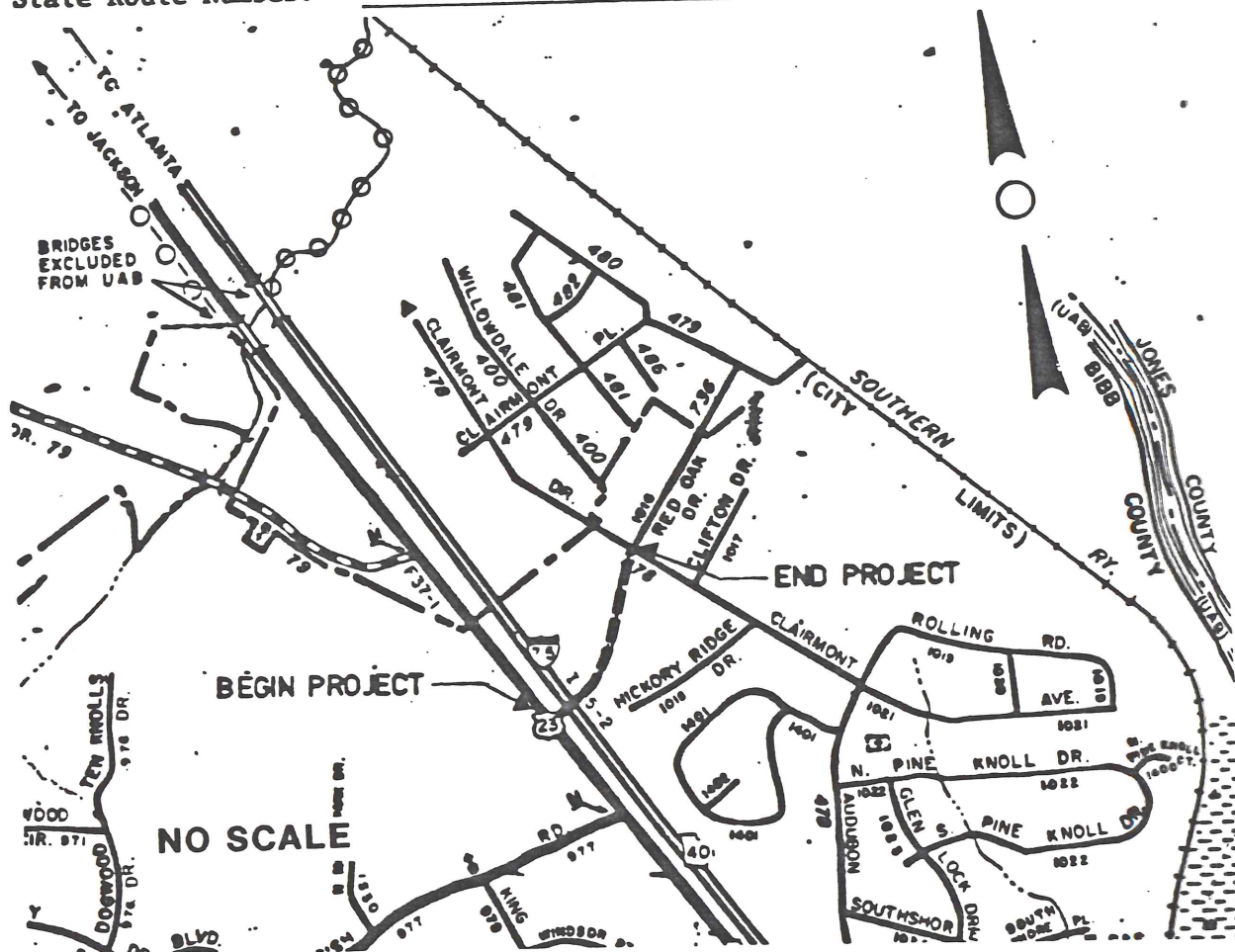
cc: Frank Danchetz, State Environmental/Location Engineer  
Edwin Thompson, District Engineer - Thomaston

# OFFICE OF ENVIRONMENT/LOCATION

## PROJECT CONCEPT REPORT



Project Number: IR-75-2(171)  
 County: BIBB  
 P.I. Number: 311390  
 Federal Route Number: N/A  
 State Route Number: N/A



RECOMMENDATION FOR APPROVAL:

DATE April 5, 1990

DATE April 12, 1990

DATE

DATE

DATE

John L. Donohue  
 STATE ENVIRONMENTAL/LOCATION ENGINEER

John L. Donohue  
 STATE URBAN DESIGN ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

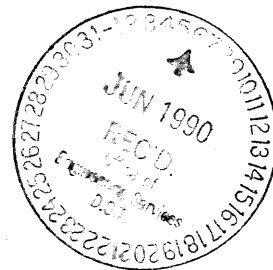
DISTRICT ENGINEER/THOMASTON

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

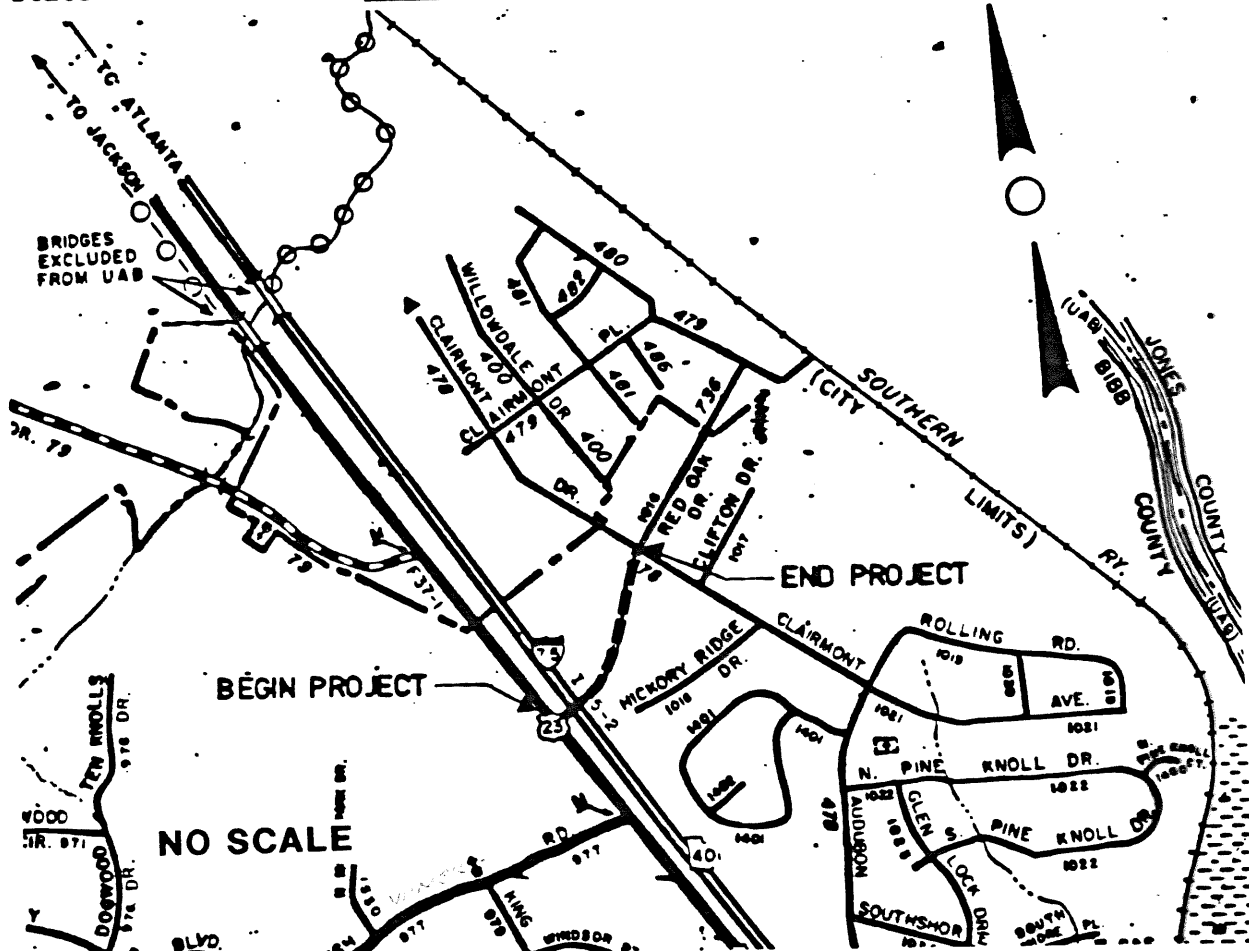


# OFFICE OF ENVIRONMENT/LOCATION

## PROJECT CONCEPT REPORT



Project Number: IR-75-2(171)  
 County: BIBB  
 P.I. Number: 311390  
 Federal Route Number: N/A  
 State Route Number: N/A



RECOMMENDATION FOR APPROVAL:

April 5, 1990  
 DATE

DATE

DATE

DATE

June 4, 1990  
 DATE

*John L. Danchuk*  
 STATE ENVIRONMENTAL/LOCATION ENGINEER

STATE URBAN DESIGN ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

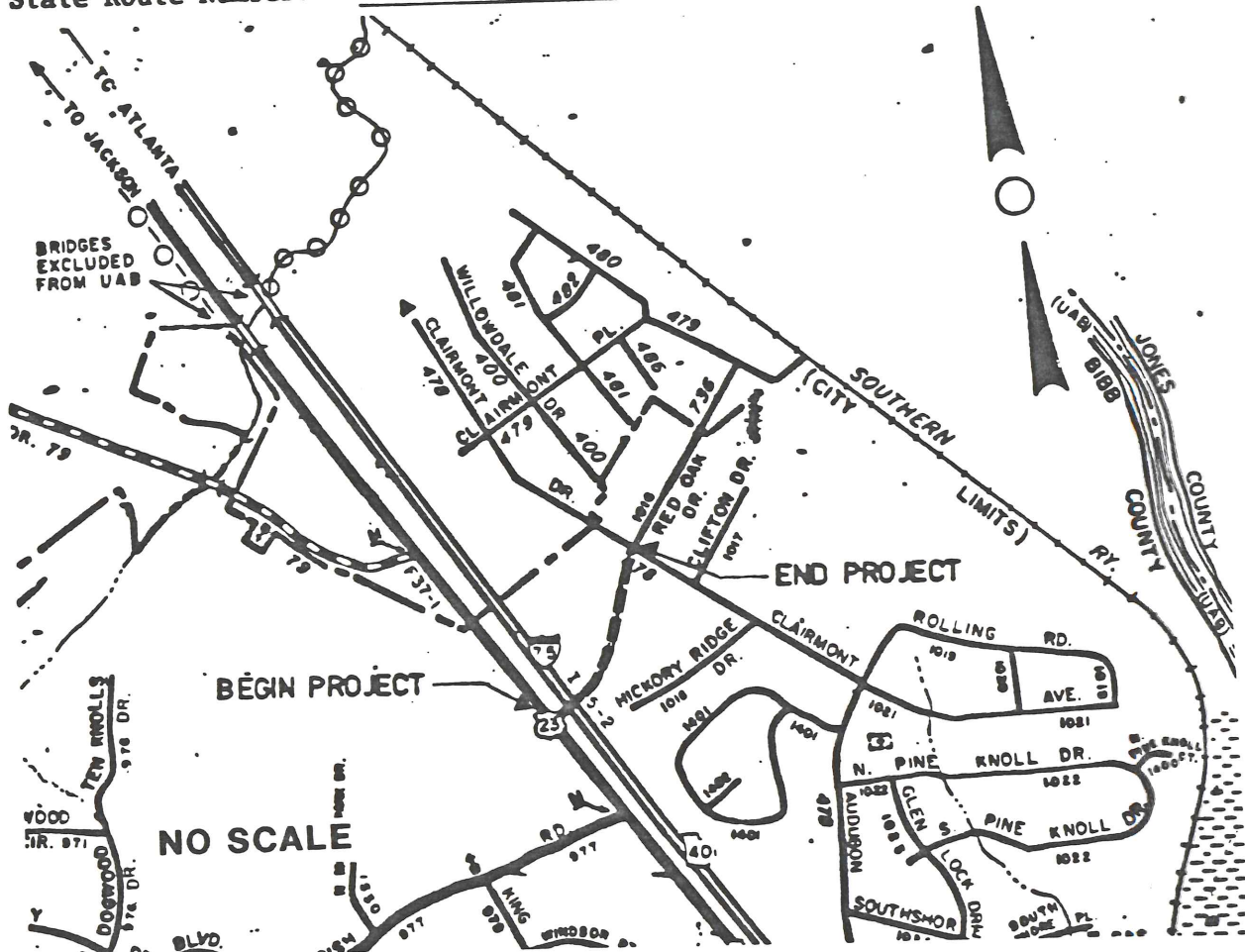
DISTRICT ENGINEER/THOMASTON  
*Paul V. Tills Jr.*  
 STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

# OFFICE OF ENVIRONMENT/LOCATION

## PROJECT CONCEPT REPORT



Project Number: IR-75-2(171)  
 County: BIBB  
 P.I. Number: 311390  
 Federal Route Number: N/A  
 State Route Number: N/A



RECOMMENDATION FOR APPROVAL:

April 5, 1990  
 DATE

*John L. Danchek*  
 STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE  
 4/10/90  
 DATE

STATE URBAN DESIGN ENGINEER  
*Ron Colvin*  
 STATE TRAFFIC AND SAFETY ENGINEER

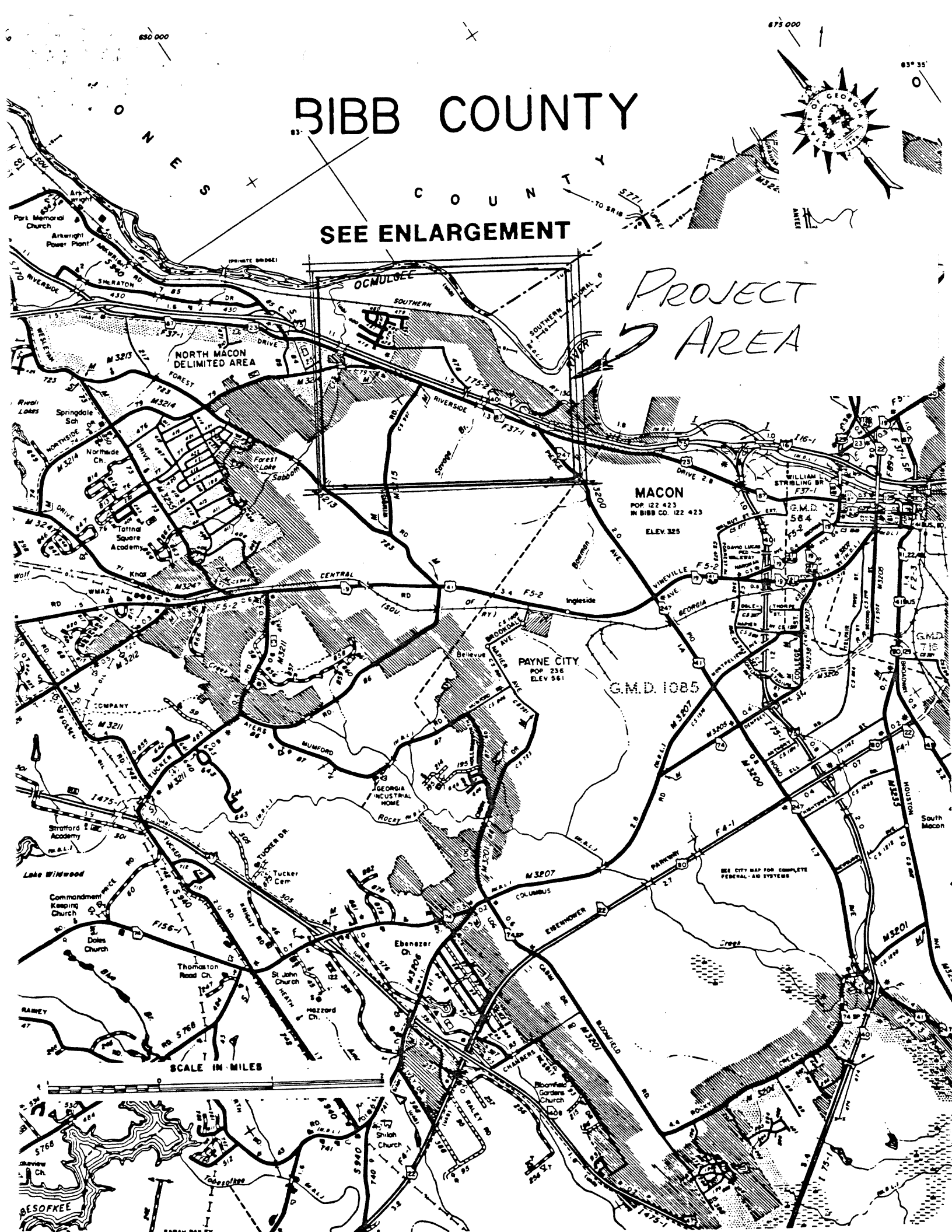
DATE  
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DISTRICT ENGINEER/THOMASTON  
 STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

# BIBB COUNTY

SEE ENLARGEMENT

PROJECT  
AREA





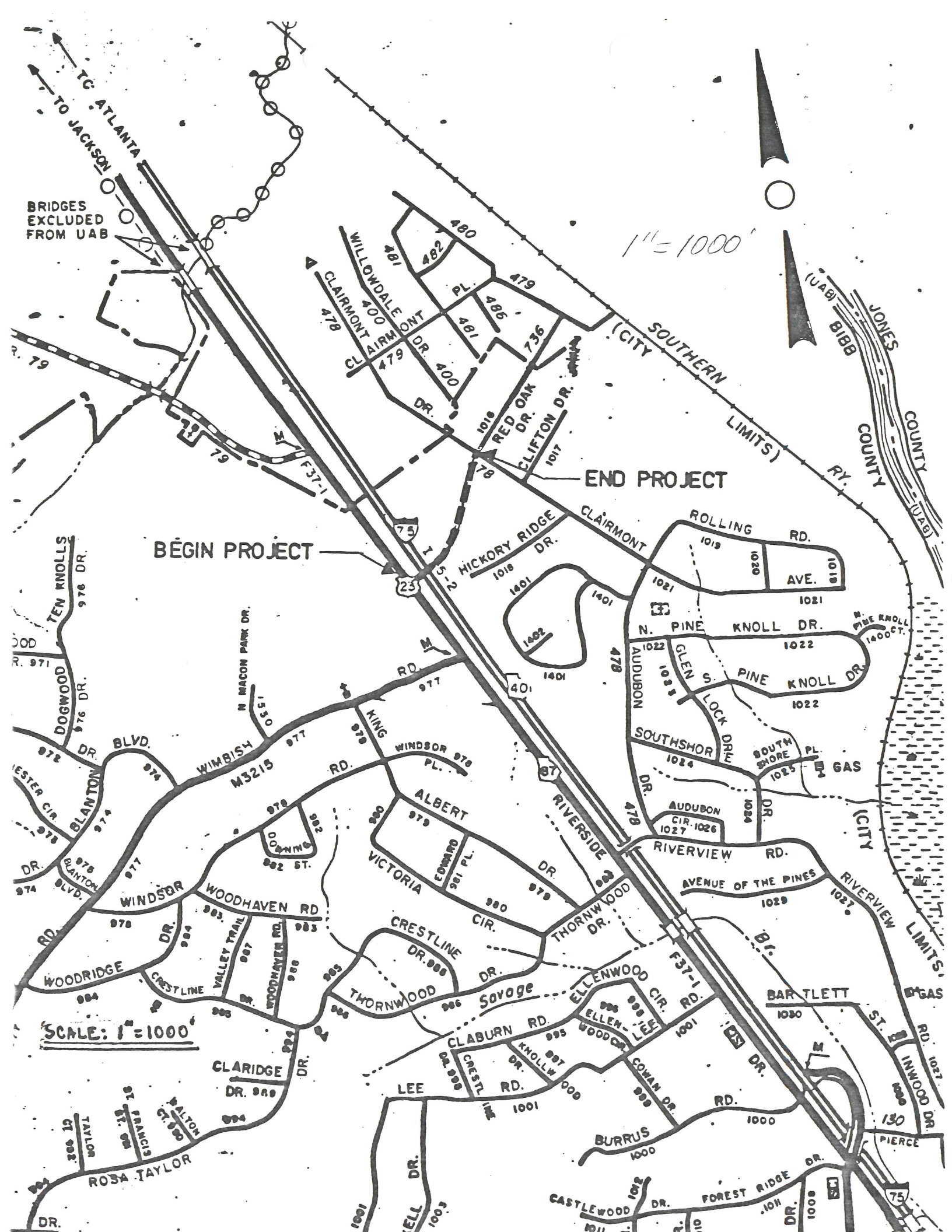
BRIDGES  
EXCLUDED  
FROM UAB

1" = 1000'

BEGIN PROJECT

END PROJECT

SCALE: 1" = 1000'



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
INTERDEPARTMENT CORRESPONDENCE



FILE IR-75-2(171) BIBB  
P.I.No. 311390  
Red Oak Drive Bridge

OFFICE Urban Design

DATE April 12, 1990

FROM Hoyt J. Lively, Jr, PE, State Urban Design Engineer

TO Robert E. Humphrey, PE, Project Review Officer

SUBJECT PROJECT CONCEPT REPORT COMMENTS

Our office has reviewed the proposed concept report for the above project and offer the following comments for consideration:

1. It is recognized that the location of the crossing is dictated to a large extent by the vertical profile of I75 and Riverside Drive. However, introduction of this new intersection at the location indicated on the sketch map is going to result in problems with left turn movements and at some point in time probably a new traffic signal. This will result in slowing the traffic through the area. The local government needs to consider realigning Wimbish Road to match the new proposed crossing.

2. The typical section for the roadway indicates a curb and gutter section. The bridge typical section does not indicate curb and gutter. If the roadway section is correct, curb and gutter and a sidewalk will be used for the bridge. This will result in a slightly wider bridge than indicated in the cost estimate.

3. Considering the difference in elevations of I75 and Riverside Drive, it may require a retaining wall (tie-back) for the end bent between I75 and Riverside Drive. This will add to the cost of the project.

4. A copy of the Team Meeting Minutes should be attached to the report.

A signed copy of the cover sheet is attached.

By copy of this letter it is requested that the Location Office provide our office with a copy of the alternate alignments studied.

HJL

Attachment

xc: Frank Danchetz

(#C812)

### **Project Description**

**IR-75-2(171), Bibb County  
Red Oak Drive Extension**

The project was proposed by the Mayor of Macon and the Macon Area Transportation Study Committee. It is needed to relieve traffic problems by providing additional access for local residents and emergency vehicles (i.e., ambulances, fire trucks). The roadway begins at Riverside Drive, bridges over I-75 and extends northward on new location to Clairmont Avenue in the Riverside Park Subdivision, a distance of approximately 1/4 mile. The roadway project is being designed and constructed under the authority of the local governments. DOT is designing and constructing the bridge over I-75 and the tie-ins. The proposed intersection on Riverside Drive is 850 feet northwest of Wimbush Road. The bridge over I-75 is located 1.0 mile northwest of the Pierce Avenue interchange.

Robinson

# PROJECT CONCEPT REPORT

DATE: MARCH 1990

PROJECT NUMBER: IR-75-2(171)

COUNTY: BIBB

PROJECT NAME: RED OAK DRIVE BRIDGE AND EXTENSION

P.I. NUMBER: 311390

U.S. ROUTE NO: N/A

STATE ROUTE NO: N/A

## LOCATION

THIS PROJECT BEGINS AT RIVERSIDE APPROX. 850 FEET NORTH OF WIMBUSH ROAD AND PROCEEDS NORTH BRIDGING I-75 ENDING AT CLAIRMONT AVE. IN RIVERSIDE PARK SUBDIVISION.

## TRAFFIC

### CURRENT

YEAR

AADT

1995

1650

### PROJECTED

YEAR

AADT

2015

2300

### PDP CLASSIFICATION

MAJOR  
MINOR NEW LOCATION

### FUNCTIONAL CLASSIFICATION

URBAN COLLECTOR

## EXISTING TYPICAL SECTION

N/A

### POSTED SPEED

N/A

### MAX EXIST DEGREE OF CURVE

N/A

### MAX EXIST GRADE

N/A

## EXISTING MAJOR STRUCTURES

RANK

P. RTG

S. RTG

FEATURES INTERSECTED

LENGTH

WIDTH

N/A

PROJECT NEED: THE PROPOSED RED OAK DRIVE BRIDGE AND EXTENSION OF RED OAK DRIVE WILL IMPROVE ACCESS TO THE SUBDIVISION'S NORTHERN SECTION, REDUCE TRAFFIC VOLUMES ON AUDOBON DRIVE AND CLAIRMONT AVENUE, REDUCE EMERGENCY RESPONSE TIMES AND ENABLE THE TIMELY EVACUATION OF RESIDENTS.

PROJECT CONCEPT REPORT

PROJECT NUMBER: IR-75-2(171)

*3 lanes @ 12' + 2-10' shoulders = 56' <sup>ML</sup> 6/4/90*

PROPOSED TYPICAL SECTION

2-LANE URBAN COLLECTOR WITH 6' GRADED SHOULDERS ON A MINIMUM 60 FEET OF RIGHT OF WAY. THE  
BRIDGE IS PROPOSED TO BE WIDE ENOUGH FOR 3 LANES OR <sup>56'-42</sup> 52 FEET WIDE.

<u>DESIGN SPEED</u>	<u>MAX DEGREE OF CURVE</u>	<u>MAX GRADE</u>
<u>30</u>	<u>ALLOWABLE: 11° 30'</u>	<u>ALLOWABLE: 10.0%</u>
<u>40 MPH</u>	<u>PROPOSED: 10° 00'</u>	<u>PROPOSED: 7.0%</u>

MAJOR STRUCTURES

THE RED OAK DRIVE BRIDGE OVER I-75

TYPE ACCESS: FREE

TRAFFIC CONTROL DURING CONSTRUCTION: EXISTING ROADS WILL BE UTILIZED

BRIDGE AND APPROACHES ONLY ESTIMATED COST:

CONSTRUCTION:	<u>\$ 643,470</u>	RIGHT-OF-WAY:	<u>LOCALS</u>
B&C (10%):	<u>\$ 64,347</u>	ACQUIRED BY:	<u>L.G.P.A.</u>
INFLATION:	<u>\$ 65,956</u>	UTILITIES:	<u>LOCALS</u>
	<u>2 YRS AT 5% PER YR</u>	ADJUSTED BY:	<u>L.G.P.A.</u>
TOTAL CONST. COST:	<u>\$ 773,773</u>		

DISPLACEMENTS: NONE

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING

TIME SAVING PROCEDURES APPROPRIATE: YES ☒ NO

DESIGN VARIATIONS REQUIRED: NONE



**PROJECT CONCEPT REPORT**

**PROJECT NUMBER:** IR-75-2(171), BIBB

**OTHER PROJECTS IN AREA:** MR-3214(1), BIBB

**CONCEPT TEAM MEETING DATE:** MARCH 7, 1990

**LOCATION INSPECTION DATE:** \_\_\_\_\_

**PERMITS REQUIRED (4f, COE, 404, etc.):** N/A

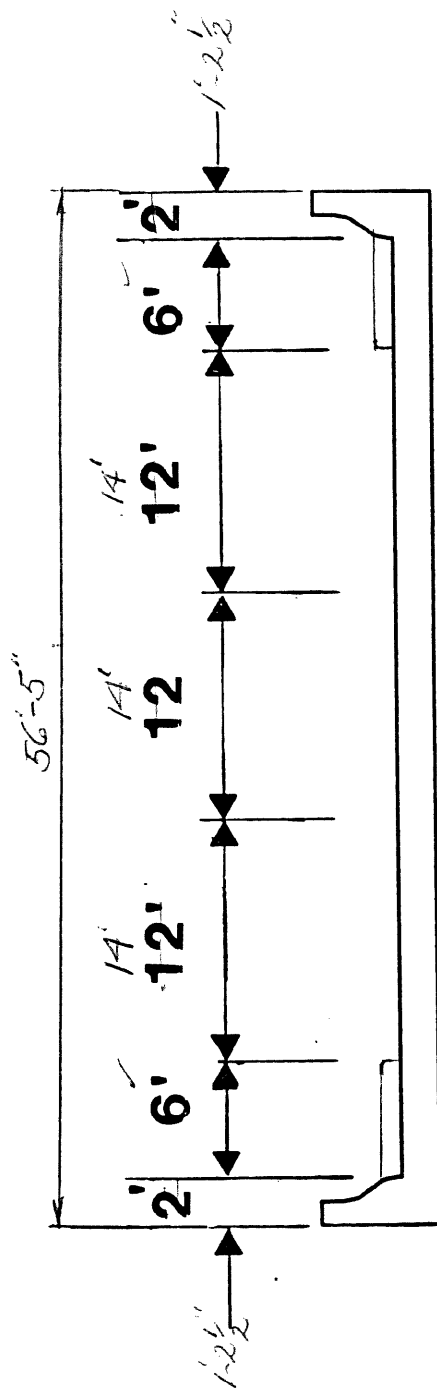
**UNDERGROUND STORAGE TANKS:** NONE NOTED

**HAZARDOUS WASTE SITES:** NONE NOTED

**OTHER ALTERNATES CONSIDERED:** DIFFERENT I-75 CROSSING POINTS WERE CONSIDERED AND DETERMINED TO BE UNFEASIBLE BECAUSE OF ENGINEERING GEOMETRICS, RIGHT-OF-WAY IMPACTS AND TRAFFIC DISTRIBUTION.

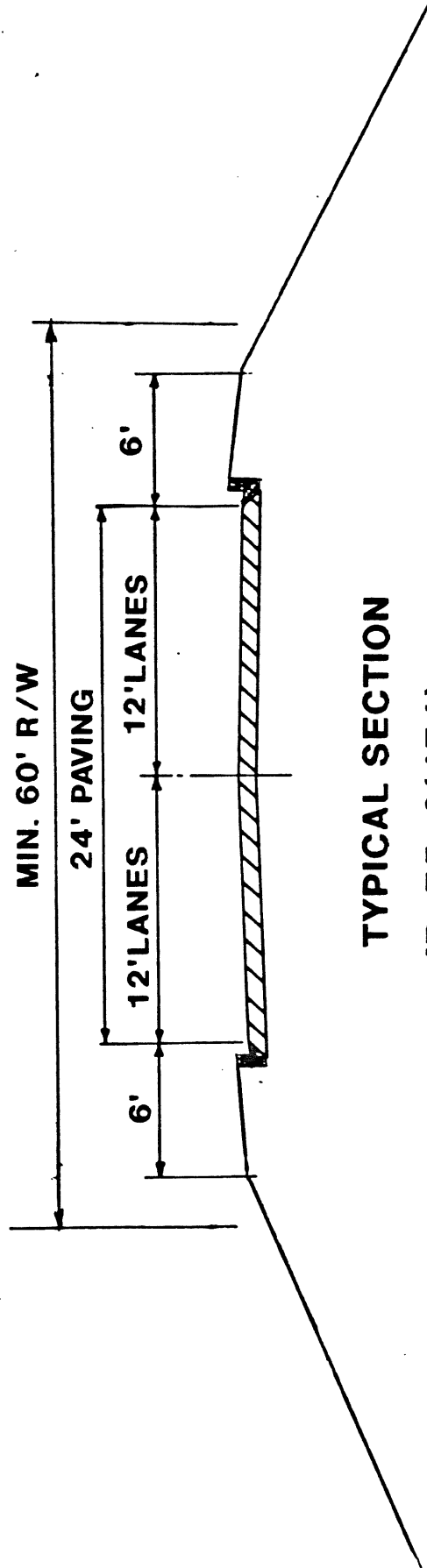
**COMMENTS:** THE GEORGIA D.O.T. IS RESPONSIBLE FOR THE BRIDGE CONSTRUCTION ONLY. THE 2 LANE COLLECTOR ROAD IS THE RESPONSIBILITY OF THE DEVELOPER.

**ATTACHMENTS:** STRIP MAP  
TYPICAL SECTION  
COST ESTIMATE  
\_\_\_\_\_



TYPICAL BRIDGE SECTION

**RED OAK DRIVE EXTENSION**



**TYPICAL SECTION**

**IR-75-2(171) BIBB**

**2-LANE URBAN COLLECTOR**

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-2(171) BIBB

OFFICE Urban Design

P.I.No. 311390

Red Oak Drive Extension over I75

DATE June 21, 1990

FROM Hoyt J. Lively, Jr., P.E., State Urban Design Engineer

TO William J. Durrence, Director of Preconstruction

SUBJECT NEED TO REVISE PROJECT CONCEPT REPORT

The Urban Design Office has received some of the survey information for the above project and have done preliminary studies to see just how the proposed extension would fit over the interstate. This was prompted by a conservation with Bill Wikle, Macon/Bibb County Traffic Engineer, who said the developer has been pushing the city for issuance of his building permit.

From the preliminary studies it would appear that the best vertical curve we can provide has a speed design of 30 mph. The Concept Report, which has recently been sent from Engineering Services to your office, contains a speed design of 40 mph. This needs to be revised.

The cost of the project is also going to be higher than anticipated because it appears that the grade of Riverside Drive needs to be raised between 1.5 and 3.5 feet. This is going to be very difficult to accomplish as the western side of Riverside Drive is developed and maintaining the driveways to the businesses will be difficult. A revised cost estimate is attached.

It is requested that the Concept Report be revised to indicate a speed design of 30 mph for the Red Oak Drive Extension and the cost estimate changed to reflect the cost estimate attached.

HJL

Attachment

xc: Robert E. Humphrey  
Frank Danchetz

